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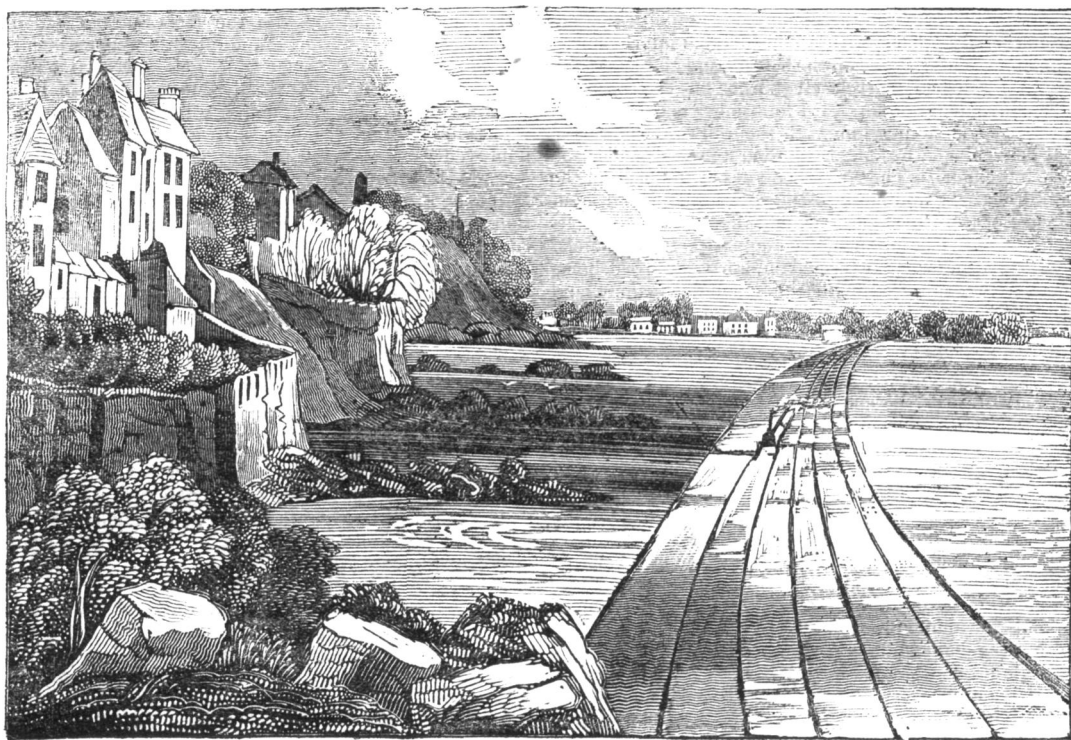
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vicinity of a large commercial city, to a termination on the quays of the finest artificial harbour in the world; where the smallest nautical conveniences had to be preserved from interference, or to be amply compensated for and replaced; and close to the streets of a rising and populous borough, the conveniences and even the apprehensions of whose inhabitants had to be consulted.

The original intention was to have commenced the railway at the rear of the college buildings, and to have skirted the college park, parallel to Great Brunswick-street. This would have made the starting point about the Clarendon stables, and within a very short distance of the very centre of Dublin business. Vague fears, misrepresentations, and other causes created an outcry against such a proposition, which it is hoped at a future and not distant period may still be realized.

Indeed it is fondly anticipated that this measure may

be the means of introducing the railway system generally into Ireland, and, independent of all other considerations, this is the light in which it becomes most interesting to every well-wisher for the happiness and prosperity of our country. Capital, intelligence, and enterprise exist abundantly in Ireland; and nothing is wanting to render it the most flourishing part of the empire but confidence, and the diffusion of information.—What can more readily bring these than railroads, whereby the English landlord and the traveller may visit the remotest parts of Ireland with the same rapidity and safety with which he now posts down from London to Brighton. When the landed proprietor can have the means of visiting his estates frequently and expeditiously, he will perceive that to the want of employment and education are to be attributed the whole of the evils of Ireland.



VIEW OF THE RAILWAY FROM BLACK ROCK.

There is nothing exhibits so much the overgrown amount of the population in Ireland, when brought into comparison with its capital and property, as the lowness of wages. In many parts of Ireland, labour is not higher than it was when Arthur Young wrote his travels; fifty years ago his report of the wages of the labouring poor, shows the rate to have been nearly, if not altogether, as high as it is now; and while all kinds of agricultural produce have nearly doubled in price, the labourer must still put up with six-pence or eight-pence per day; and moreover, happy is that poor peasant, who is sure of constant employment even at that rate. Let railways be introduced in various directions throughout the country, and this will not long be the case. Give the landlord an opportunity of adding to his rent-roll, or even of improving his estate, by transporting the produce of his grounds from the interior of the country, at nearly the same rate of charge as those now living on the coast, and even were there no higher motive than self-interest, he will soon give employment to numbers of those who are now dragging out a miserable existence in poverty and wretchedness. But we must also remark, that to enable the people to benefit by the advantages which railways will offer, they must be educated. The great deficiency of the Irish is in the quantum of educated labour that is amongst

them; and therefore it is, that though the market is overstocked with gross, untrained, shall we say, brute labour, yet there is a lamentable deficiency in those minds and hands that are requisite to carry into effect the nicer operations of art, or agriculture, or manufacture. It is, therefore, essential that our people should be educated: educated up to trustworthiness—educated so as to be capable of productive labour—educated so as to have a respect for themselves—educated so as to acquire a religious restraint over their hitherto uncurbed passions—educated so as to acquire a dislike for secret association, and a respect for the law—educated as becomes Christian freemen, and Ireland will yet be the finest and fairest portion of the British empire.

The evils that counteract the great natural blessings which Providence has showered down on this country, are of long standing—they have existed before history had a record—they have exercised their baneful influence on the character of the people for centuries; and it cannot be the work of a day to remove what is wrong and replace it with what is right: still let us hope that the introduction of steam navigation, and the construction of railroads throughout the land, will prove one great step towards abating the evil.